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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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Support Material for Agenda Item No. 1

Special Board of Directors Meeting

July 19, 2007

Location:

San Bernardino Associated Governments
Santa Fe Depot
SANBAG Lobby, 1st Floor
1170 W. 3rd Street, San Bernardino, CA

DISCUSSION CALENDAR

1. SANBAG Candidate Projects for the Trade Corridor Investment Fund (TCIF)

1. Review the projects in San Bernardino County that should be considered for the TCIF funds in Proposition 1B
2. Evaluate the projects for consideration in a manner consistent with the intent of the TCIF. **Tony Grasso**

The following documents are attached:

TCIF Background Information

Attachment 1 – Overview of Trade Corridor Improvement Fund Activities to date.

Attachment 2 – Senate Bill 9 (Lowenthal) as amended

Attachment 3 – Trade Corridor Improvement Fund: SANBAG Challenges/Principles

Attachment 4 – Fact Sheets for Candidate TCIF Projects

**BACKGROUND MATERIAL FOR SPECIAL MEETING OF THE SANBAG BOARD
OF DIRECTORS ON CANDIDATE PROJECTS FOR
PROPOSITION 1B TRADE CORRIDORS IMPROVEMENT FUND BONDS**

JULY 19, 2007

This material is provided as background information for the special meeting of the SANBAG Board of Directors to be held on July 19, 2007. The items to be discussed include:

1. Review of the status of state and regional deliberations on the Proposition 1B Trade Corridors Improvement Fund (TCIF) Bonds
2. Review of TCIF principles established by the Board
3. Discussion and endorsement of evaluation criteria
4. Candidate TCIF projects for San Bernardino County (staff presentation and comments by Board members and project proponents)
5. Evaluation/prioritization of projects

The following attachments are included in this package:

- Attachment 1. Overview of Trade Corridor Improvement Fund Activities to Date
- Attachment 2. Senate Bill 9 (Lowenthal), as amended
- Attachment 3. Trade Corridor Improvement Fund: SANBAG Challenges, Principles, and Needs (previously prepared for Inland Empire Legislative Caucus meeting on May 18, 2007)
- Attachment 4. Fact Sheets for Candidate TCIF Projects

Attachment 1 provides background information on the status of legislation related to TCIF and the activities of Southern California partners to define projects for possible TCIF funding. A brief overview of the status will be provided at the July 19 meeting.

REVIEW OF TCIF PRINCIPLES ESTABLISHED BY THE BOARD

An initial set of principles to guide San Bernardino County's approach to competing for TCIF funding was discussed at the May 9, 2007 special Board meeting. Based on that discussion, a set of principles was documented and provided to the Inland Empire Legislative Caucus on May 18. The principles include:

- Funds should be allocated to reflect current and future freight volumes that use all modes of transportation.
- Funds should support rail **and** truck improvements, plus mitigation of the impact of freight movement on communities.
- Equal treatment should be given to freight volumes, regardless of origin/destination.
- Project priorities should include: reducing freight movement emissions, reducing freight delay, increasing freight reliability, and decreasing impacts to communities.

- Projects of state/national interest should not be viewed as San Bernardino County projects and counted against our “fair share.”
- Projects that promote logistics jobs should be given preference.
- The private sector should contribute to projects from which they benefit.
- SANBAG will work with regional partners to secure a funding share that is aligned with the area’s importance as a freight gateway.

An explanation of the meaning and significance of these principles can be found in Attachment 3. These principles serve as important background for the development of criteria by which San Bernardino County projects can be evaluated and prioritized.

DISCUSSION AND ENDORSEMENT OF EVALUATION CRITERIA AND METHODOLOGY

The Board has requested information that will allow for the evaluation and prioritization of candidate TCIF projects so that the legislative strategy can be better defined. There are several possible ways to arrive at these priorities. Three examples include:

- Develop a point scoring system, based on a set of adopted criteria, and rank projects in priority order based on point scores.
- Board members undertake a project ranking process, informed by evaluation data on each of the projects.
- SANBAG staff recommends a draft set of priorities for discussion by the Board, based on the best available evaluation data. The Board would adopt or modify the staff recommendation.

As a systematic means for initiating the discussion, staff has developed a possible set of criteria for evaluation of TCIF projects for San Bernardino County. The criteria are based on the information in SB 9, on the TCIF principles discussed above, and on discussions that have taken place at SANBAG Board and committee meetings and at the regional level. The criteria will be discussed in detail on July 19, and evaluation data supporting the criteria will be shared with the Board, to the extent available. The purpose is to inform the discussion with as much factual information as possible.

A separate set of criteria is being used to evaluate railroad grade separation projects for funding of project development activities with Measure I Valley Major Projects funds (to be repaid with future Measure I 2010-2040 Major Streets funds). The evaluation of the railroad grade separation projects is being undertaken as a collaborative effort of representatives of all the jurisdictions submitting projects for consideration. Criteria being used for this evaluation are presented separately from the overall criteria. A recommendation of the projects to receive Measure I Valley Major Projects funds for project development will be made at the August 15, 2007 Plans and Programs Committee meeting. Up to five of the projects will receive these funds, based on the evaluation process currently underway.

Possible overall criteria include:

Criteria based on SB 9

- Emissions reduction benefit or impact
- Velocity
- Throughput
- Reliability
- Congestion reduction

Criteria based on SANBAG principles

- Improved access to freight facilities and distribution centers
- Economic benefit
- Community impact reduction

Criteria based on expectations being discussed at state level

- Construction timeline or complexity of project delivery
- Availability of matching dollars

The criteria being used for evaluation of railroad grade separation projects includes:

1. Point-based criteria (up to 100 points)

- a. Existing traffic delay reduction – up to 30 points (hours of delay reduced) – highest scoring project receives 30 points, rest is proportional
- b. Future traffic delay reduction – up to 30 points (hours of delay reduced) – same scoring as above
- c. Potential reduction in accidents – up to 10 points (number of accidents over last 10 years) – up to 5 points for total accidents and 5 points for fatal and injury only, highest scoring project in each category receives full 5 points, rest is proportional
- d. Potential noise reduction – up to 5 points (number of existing dwelling units within ¼ mile radius of crossing multiplied by no. trains per day) – highest scoring project receives all 5 points, rest is proportional
- e. Potential emission reduction – up to 5 points (annual tons of pollutants reduced through elimination of idling) – highest scoring project receives all 5 points, rest is proportional
- f. Availability of alternate project development funding – up to 10 points (over-matching beyond fair share receives points) – two points per 10% of funding committed to for project development beyond the development fair share
- g. Anticipated construction timeline – up to 10 points - qualitative evaluation, with projects having no right-of-way acquisition requirements receiving 5 points and those with no environmental complexities receiving 5 points

2. Other criteria

- a. Local jurisdiction commitment to fund fair share (funding agreement will contain language that fair share contribution will be provided as project development billing for Measure I dollars occurs – inability to provide fair share disqualifies project, but loans from SANBAG for portion of the fair share may be possible, subject to consideration by the Board in the strategic planning process)
- b. Geographic balance (to be applied once evaluation results are available)

CANDIDATE PROJECTS

Candidate projects for TCIF bond funding were discussed at the May 9, 2007 special Board of Directors meeting and at prior committee meetings. The candidate projects are listed below and grouped into three categories:

- Highway projects for San Bernardino County
 - High Desert Corridor Phase 1a – Intermodal Gateway, from Phantom East to Interstate 15
 - I-10 widening and interchange improvements (including reconstruction of Cherry, Citrus, and Riverside interchanges) between I-15 and I-215
 - I-15 widening and Devore interchange reconstruction
- Highway and rail projects in San Bernardino County and supported by SANBAG but viewed to be of state and/or national interest and priority (i.e. funding should come from sources other than those generally available to SANBAG)
 - Colton crossing rail-rail grade separation
 - State Route 58 realignment and widening
- Railroad grade separation projects (a list of 11 projects that are possible candidates for TCIF funding has been compiled through a solicitation to local jurisdictions, as described below. Two projects on the Metrolink line in Rialto (Riverside Ave. and Cedar Ave.) are being evaluated for possible project development funding but are not viewed to be goods movement projects eligible for TCIF funds – they could be eligible for separation Proposition 1B funds targeted to railroad crossing projects)

Valley Projects

- City of Colton
 - Valley Blvd. at the BNSF/UP San Bernardino Line
- City of Grand Terrace
 - Main Street at the BNSF/UP San Bernardino Line
- City of Ontario
 - South Milliken Ave. at the UP Los Angeles Line
 - Vineyard Ave. at the UP Alhambra Line
 - South Archibald Ave. at the UP Los Angeles Line
 - Campus Ave. at the UP Alhambra and Los Angeles Lines
- San Bernardino City and County
 - Palm Ave. at BNSF/UP Cajon Line
- San Bernardino County
 - Glen Helen Parkway at BNSF/UP Cajon Line

High Desert Projects

- Lenwood Road at the BNSF Cajon Line (Barstow and County)
- Vista Road at BNSF/UP Cajon Line (Helendale)
- Broadway Road on BNSF line (Needles)

Fact sheets for the four highway projects and Colton Crossing are provided in Attachment 4. The Colton Crossing grade separation project is included in the list of candidate projects for San Bernardino County, but it is important to note that Colton Crossing is a project of regional, state, and national interest, principally benefiting the freight railroads. Public funds should be expended on this project only to the extent that public benefit is received.

Even though the Colton Crossing is physically located in San Bernardino County, SANBAG's expectation is that the bulk of this improvement will be privately funded. SANBAG is serving to facilitate project development on the Colton Crossing and is the recipient of State funds to do so. However, SANBAG is not the owner of the project. Colton Crossing is included on the regional portion of the project list emerging from the Multi-County Goods Movement Action Plan and is not on San Bernardino County's portion of the list.

A table presenting the funding status of all the above projects (highway projects and railroad grade separation projects) will be presented at the Board meeting on July 19.

EVALUATION/PRIORITIZATION OF PROJECTS

This discussion will occur on July 19 meeting as determined by the Board. Several options for evaluating and prioritizing projects were presented in the section on discussion and endorsement of evaluation criteria and methodology.

Attachment 1
Tony Grasso Comments on Agenda Item 27
Trade Corridor Improvement Fund (TCIF) Update
July 11, 2007

The Trade Corridor Working Group meetings began in March 2007 and were held each month. The perspective about the TCIF at the beginning was rail and port oriented, and left unchecked, our trade corridor projects would have encountered difficulty to be considered. At the May 18th meeting, the California Transportation Commission (CTC) and Senate Transportation Chair Lowenthal began to embrace three notions:

- 1) Each corridor may have different needs that meet the intent of the Bond Act.
- 2) The Ports Air Quality Plan would not make significant, if any impact, on trucking air quality mitigation in the Inland Empire.
- 3) Each of the corridors has the best understanding and could better manage their priorities collectively.

The attached Guiding Principles the SANBAG Board adopted in May 2007 have been shared with our legislators at a meeting hosted by the business community and they strongly suggest that SANBAG continue discussion on the projects that are important to this region and reach a consensus on our priorities.

The Inland Empire Legislative Caucus met on June 13, 2007 to talk with SANBAG, RCTC and the railroads, about the Colton Crossing's role in the TCIF portion of Proposition 1B. The many roles of the public and private interests in this project have created confusion.

The California Transportation Commission held the fourth Trade Corridor Working Group meeting on June 15, 2007. This meeting continued discussion on the framework of the bond investment.

Since then, the Southern California regional staff has engaged in developing a "systems approach" to project priorities and a framework for meeting the intent of the TCIF. Considering the recent dialog regarding the four major corridors in California and the need for collaborative work in the corridors, this activity may be the most effective endeavor.

The following agencies have participated in the preliminary discussions toward a collaborative process:

- Port of Los Angeles (POLA)
- Port of Long Beach (POLB)
- Alameda Corridor Transportation Authority (ACTA)
- Alameda Corridor-East Construction Authority (ACECA)
- Riverside County Transportation Commission (RCTC)
- San Bernardino Associated Governments (SANBAG)
- Orange County Transportation Authority (OCTA)
- Los Angeles County Metropolitan Transportation Authority (METRO)
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The fundamentals that are driving this effort include:

- Funds should be allocated to reflect current and future trade volumes that use all modes of transportation, plus the mitigation of the impact on communities.
- Project priorities should include: reducing freight movement emissions, reducing freight delay, increasing freight reliability and decreasing the impact on communities.
- Initial allocation of the \$2 billion among the four different regions (called “corridors” in the state Goods Movement Action Plan) based on a weighted average of each region’s share of goods movement activity or impact. Suggested measures include:
 - Annual waterborne containerized cargo in TEUs
 - Annual waterborne non-containerized, non-liquid bulk cargo in tons
 - Congested lane miles on state highways
 - Heavy duty truck miles of travel
 - Freight train miles/day
 - Vehicle hours of delay per day (VHDD) at railroad grade crossings
 - Percent of population exposed to DPM/NOx health risk

With respect to project eligibility and selection and the ultimate programming of funds, regions (and the CTC) should not deviate from the six types of goods movement projects approved by the voters in Proposition 1B. As approved by the voters, the TCIF was never intended for all types of goods movement projects. The six types of projects specifically approved by the voters are listed below:

- Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state’s seaports, including navigable inland waterways used to transport freight between seaports, land ports of entry, and airports, and to relieve traffic congestion along major trade or goods movement corridors.
- Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.
- Projects to enhance the capacity and efficiency of ports.
- Truck corridor improvements, including dedicated truck facilities or truck toll facilities.
- Border access improvements that enhance goods movement between California and Mexico and that maximize the state’s ability to access coordinated border infrastructure funds made available to the state by federal law.
- Surface transportation improvements to facilitate the movement of goods to and from the state’s airports.

With this in mind, we believe we have the frame work for SANBAG projects to fit in the framework of the TCIF.

Suggested projects in this region (in no particular order) include:

- SR 58
- High Desert Corridor (between 15 and 395)
- I-15-215 interchange in Devore with Truck separation connectors
- 10 Bridge widening, ramp enhancements and auxiliary lanes
- Colton Crossing

It is incumbent upon us to be vocal about our universe of projects and rank these projects so that everyone is clear where SANBAG is on this issue.

ATTACHMENT 2

AMENDED IN SENATE JUNE 4, 2007

AMENDED IN SENATE APRIL 10, 2007

SENATE BILL

No. 9

Introduced by Senator Lowenthal

December 4, 2006

An act to amend Section 8879.23 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 9, as amended, Lowenthal. Trade corridor improvement: transportation project selection.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizes the issuance of ~~\$19,925,000,000~~ *\$19.925 billion* of state general obligation bonds for specified purposes, including high-priority transportation corridor improvements.

The act requires ~~the sum of \$2,000,000,000~~ *\$2 billion of those bond funds* to be transferred to the Trade Corridors Improvement Fund, which is established under the act. The money in the fund is required to be available, upon appropriation in the annual Budget Act by the Legislature, and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated "Trade Corridors of National Significance" in this state or along other corridors within this state that have a high volume of freight movement, as determined by the commission.

This bill would require projects proposed for funding from the Trade Corridors Improvement Fund to be included in an approved regional transportation plan. The bill would require the commission to allocate

funds for trade infrastructure improvements in a manner that places emphasis on projects that demonstrate regional support and cooperation by multiple agencies and jurisdictions. The bill would require the commission, when allocating these funds, to consider specified emissions associated with the construction and operation of the project and the project's potential to reduce emissions associated with trade activity, as specified. The bill would require local agencies applying for these funds to include a plan to mitigate emissions associated with their projects to be funded, as specified. The bill would require that projects receiving funds be fully funded and ready for construction and that the funds be used only for construction costs. ~~The bill would require \$50,000,000 of the moneys to be allocated from the Trade Corridors Improvement Fund to be available for infrastructure projects that demonstrate the potential to support the movement of freight in a manner that produces zero emissions.~~

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 8879.23 of the Government Code is
2 amended to read:
3 8879.23. The Highway Safety, Traffic Reduction, Air Quality,
4 and Port Security Fund of 2006 is hereby created in the State
5 Treasury. The Legislature intends that the proceeds of bonds
6 deposited in the fund shall be used to fund the mobility, safety,
7 and air quality improvements described in this article over the
8 course of the next decade. The proceeds of bonds issued and sold
9 pursuant to this chapter for the purposes specified in this chapter
10 shall be allocated in the following manner:
11 (a) (1) Four billion five hundred million dollars
12 (\$4,500,000,000) shall be deposited in the Corridor Mobility
13 Improvement Account, which is hereby created in the fund. Funds
14 in the account shall be available to the California Transportation
15 Commission, upon appropriation in the annual Budget Bill by the
16 Legislature, for allocation for performance improvements on highly
17 congested travel corridors in California. Funds in the account shall
18 be used for performance improvements on the state highway
19 system, or major access routes to the state highway system on the
20 local road system that relieve congestion by expanding capacity,

1 enhancing operations, or otherwise improving travel times within
2 these high-congestion travel corridors, as identified by the
3 department and regional or local transportation agencies, pursuant
4 to the process in paragraph (3) or (4), as applicable.

5 (2) The commission shall develop and adopt guidelines, by
6 December 1, 2006, including regional programming targets, for
7 the program funded by this subdivision, and shall allocate funds
8 from the account to projects after reviewing project nominations
9 submitted by the Department of Transportation and by regional
10 transportation planning agencies or county transportation
11 commissions or authorities pursuant to paragraph (4).

12 (3) Subject to the guidelines adopted pursuant to paragraph (2),
13 the department shall nominate, by no later than January 15, 2007,
14 projects for the allocation of funds from the account on a statewide
15 basis. The department's nominations shall be geographically
16 balanced and shall reflect the department's assessment of a program
17 that best meets the policy objectives described in paragraph (1).

18 (4) Subject to the guidelines adopted pursuant to paragraph (2),
19 a regional transportation planning agency or county transportation
20 commission or authority responsible for preparing a regional
21 transportation improvement plan under Section 14527 may
22 nominate projects identified pursuant to paragraph (1) that best
23 meet the policy objectives described in that paragraph for funding
24 from the account. Projects nominated pursuant to this paragraph
25 shall be submitted to the commission for consideration for funding
26 by no later than January 15, 2007.

27 (5) All nominations to the California Transportation Commission
28 shall be accompanied by documentation regarding the quantitative
29 and qualitative measures validating each project's consistency
30 with the policy objectives described in paragraph (1). All projects
31 nominated to the commission for funds from this account shall be
32 included in a regional transportation plan.

33 (6) After review of the project nominations, and supporting
34 documentation, the commission, by no later than March 1, 2007,
35 shall adopt an initial program of projects to be funded from the
36 account. This program may be updated every two years in
37 conjunction with the biennial process for adoption of the state
38 transportation improvement program pursuant to guidelines adopted
39 by the commission. The inclusion of a project in the program shall

1 be based on a demonstration that the project meets all of the
2 following criteria:

3 (A) Is a high-priority project in the corridor as demonstrated by
4 either of the following: (i) its inclusion in the list of nominated
5 projects by both the department pursuant to paragraph (3) and the
6 regional transportation planning agency or county transportation
7 commission or authority, pursuant to paragraph (4); or (ii) if needed
8 to fully fund the project, the identification and commitment of
9 supplemental funding to the project from other state, local, or
10 federal funds.

11 (B) Can commence construction or implementation no later
12 than December 31, 2012.

13 (C) Improves mobility in a high-congestion corridor by
14 improving travel times or reducing the number of daily vehicle
15 hours of delay, improves the connectivity of the state highway
16 system between rural, suburban, and urban areas, or improves the
17 operation or safety of a highway or road segment.

18 (D) Improves access to jobs, housing, markets, and commerce.

19 (7) Where competing projects offer similar mobility
20 improvements to a specific corridor, the commission shall consider
21 additional benefits when determining which project shall be
22 included in the program for funding. These benefits shall include,
23 but are not limited to, the following:

24 (A) A finding that the project provides quantifiable air quality
25 benefits.

26 (B) A finding that the project substantially increases the safety
27 for travelers in the corridor.

28 (8) In adopting a program for funding pursuant to this
29 subdivision, the commission shall make a finding that the program
30 is (i) geographically balanced, consistent with the geographic split
31 for funding described in Section 188 of the Streets and Highways
32 Code; (ii) provides mobility improvements in highly traveled or
33 highly congested corridors in all regions of California; and (iii)
34 targets bond proceeds in a manner that provides the increment of
35 funding necessary, when combined with other state, local or federal
36 funds, to provide the mobility benefit in the earliest possible
37 timeframe.

38 (9) The commission shall include in its annual report to the
39 Legislature, required by Section 14535, a summary of its activities
40 related to the administration of this program. The summary should,

1 at a minimum, include a description and the location of the projects
2 contained in the program, the amount of funds allocated to each
3 project, the status of each project, and a description of the mobility
4 improvements the program is achieving.

5 (b) One billion dollars (\$1,000,000,000) shall be made available,
6 upon appropriation in the annual Budget Bill by the Legislature,
7 to the department for improvements to State Route 99. Funds may
8 be used for safety, operational enhancements, rehabilitation, or
9 capacity improvements necessary to improve the State Route 99
10 corridor traversing approximately 400 miles of the central valley
11 of this state.

12 (c) Three billion one hundred million dollars (\$3,100,000,000)
13 shall be deposited in the California Ports Infrastructure, Security,
14 and Air Quality Improvement Account, which is hereby created
15 in the fund. The money in the account shall be available, upon
16 appropriation by the Legislature and subject to such conditions
17 and criteria as the Legislature may provide by statute, as follows:

18 (1) (A) Two billion dollars (\$2,000,000,000) shall be transferred
19 to the Trade Corridors Improvement Fund, which is hereby created.
20 The money in this fund shall be available, upon appropriation in
21 the annual Budget Bill by the Legislature and subject to such
22 conditions and criteria as the Legislature may provide by statute,
23 for allocation by the California Transportation Commission for
24 infrastructure improvements along federally designated "Trade
25 Corridors of National Significance" in this state or along other
26 corridors within this state that have a high volume of freight
27 movement, as determined by the commission. In determining
28 projects eligible for funding, the commission shall consult the trade
29 infrastructure and goods movement plan submitted to the
30 commission by the Secretary of Business, Transportation and
31 Housing and the Secretary for Environmental Protection. No
32 moneys shall be allocated from this fund until the report is
33 submitted to the commission for its consideration, provided the
34 report is submitted no later than January 1, 2007. The commission
35 shall also consult trade infrastructure and goods movement plans
36 adopted by regional transportation planning agencies, adopted
37 regional transportation plans required by state and federal law, and
38 the statewide port master plan prepared by the California Marine
39 and Intermodal Transportation System Advisory Council
40 (Cal-MITSAC) pursuant to Section 1760 of the Harbors and

1 Navigation Code, when determining eligible projects for funding.
2 Projects proposed for funding must be included in an approved
3 regional transportation plan. Eligible projects for these funds
4 include, but are not limited to, all of the following:

5 (i) Highway capacity improvements and operational
6 improvements to more efficiently accommodate the movement of
7 freight, particularly for ingress and egress to and from the state's
8 seaports, including navigable inland waterways used to transport
9 freight between seaports, land ports of entry, and airports, and to
10 relieve traffic congestion along major trade or goods movement
11 corridors.

12 (ii) Freight rail system improvements to enhance the ability to
13 move goods from seaports, land ports of entry, and airports to
14 warehousing and distribution centers throughout California,
15 including projects that separate rail lines from highway or local
16 road traffic, improve freight rail mobility through mountainous
17 regions, relocate rail switching yards, and other projects that
18 improve the efficiency and capacity of the rail freight system.

19 (iii) Projects to enhance the capacity and efficiency of ports.

20 (iv) Truck corridor improvements, including dedicated truck
21 facilities or truck toll facilities.

22 (v) Border access improvements that enhance goods movement
23 between California and Mexico and that maximize the state's
24 ability to access coordinated border infrastructure funds made
25 available to the state by federal law.

26 (vi) Surface transportation improvements to facilitate the
27 movement of goods to and from the state's airports.

28 (B) The commission shall allocate funds for trade infrastructure
29 improvements from the account in a manner that (i) addresses the
30 state's most urgent needs, (ii) balances the demands of various
31 ports (between large and small ports, as well as between seaports,
32 airports, and land ports of entry), (iii) provides reasonable
33 geographic balance between the state's regions, (iv) places
34 emphasis on projects that demonstrate regional support and
35 cooperation by multiple agencies and jurisdictions, and (v)
36 prioritizes projects that improve trade corridor mobility while
37 reducing emissions of diesel particulate and other pollutant
38 emissions. In addition, the commission shall also consider the
39 following factors when allocating these funds:

1 (i) Emissions of diesel particulate, sulfur oxides, oxides of
2 nitrogen, and carbon dioxide associated with the construction and
3 operation of a proposed project. Emissions shall be estimated using
4 methods approved by the State Air Resources Board.

5 (ii) “Velocity,” which means the speed by which large cargo
6 would travel from the port through the distribution system.

7 (iii) “Throughput,” which means the volume of cargo that would
8 move from the port through the distribution system.

9 (iv) “Reliability,” which means a reasonably consistent and
10 predictable amount of time for cargo to travel from one point to
11 another on any given day or at any given time in California.

12 (v) “Congestion reduction,” which means the reduction in
13 recurrent daily hours of delay to be achieved.

14 (C) Projects funded under this paragraph shall be selected in
15 part for their potential to reduce the emissions associated with
16 trade activity that occurs in the region or that produce no net
17 increase in emissions on a regional level. Emissions associated
18 with the construction and operation of a project shall be the
19 responsibility of the agency or agencies proposing the project.
20 Agencies applying for funds under this paragraph shall submit
21 with their proposals for funding a plan to mitigate the emissions
22 associated with the project. Mitigation projects may include, but
23 are not limited to, a program whereby heavy-duty diesel trucks
24 and construction equipment are retrofitted or replaced with the
25 best available control technology, the replacement or retrofit of
26 locomotive engines, or the use of ultra-low sulfur diesel fuel.
27 Mitigation plans shall be developed in coordination with the air
28 district in whose jurisdiction the project is situated. Instead of
29 developing a mitigation plan, agencies applying for funds may pay
30 a fee to the local air district to develop a plan and mitigate the
31 emissions associated with the project on its behalf. The fee shall
32 be determined by the local air district and may not exceed the
33 actual costs to mitigate the emissions associated with the
34 construction and operation of the project plus up to 3 percent for
35 administration of the program.

36 ~~(D) An agency applying for funds under this paragraph shall~~
37 ~~also submit with its application for funding an evaluation plan to~~
38 ~~assess the extent to which the performance standards enumerated~~
39 ~~in subparagraph (B) and on which funding for the project is based~~

1 are being achieved. The evaluation plan shall provide for periodic
2 monitoring of the project over a 20-year period of time.

3 ~~(E)~~

4 (D) The commission shall allocate funds made available by this
5 paragraph to projects that have identified and committed
6 supplemental funding from appropriate local, federal or private
7 sources, including fees charged for the movement of cargo in
8 containers. Except for border access improvements described in
9 clause (v) of subparagraph (A), improvements funded with moneys
10 from this fund shall have supplemental funding that is at least equal
11 to the amount of the contribution from the fund. The commission
12 may give priority for funding to projects with higher levels of
13 committed supplemental funding.

14 ~~(F)~~

15 (E) The commission shall only fund those projects that, with
16 funds made available by this paragraph, would be fully funded
17 and ready for construction. Funding provided under this paragraph
18 may only be used for the costs of construction.

19 ~~(G) Of the funds made available under this paragraph, fifty~~
20 ~~million dollars (\$50,000,000) shall be available for infrastructure~~
21 ~~projects that demonstrate the potential to support the movement~~
22 ~~of freight in a manner that produces zero emissions. Examples of~~
23 ~~eligible projects include, but are not limited to, magnetic levitation~~
24 ~~and the electrification of rail.~~

25 ~~(H)~~

26 (F) The commission shall include in its annual report to the
27 Legislature, required by Section 14535, a summary of its activities
28 related to the administration of this program. The summary should,
29 at a minimum, include a description and the location of the projects
30 contained in the program, the amount of funds allocated to each
31 project, the status of each project, and a description of the mobility
32 and air quality improvements the program is achieving.

33 (2) One billion dollars (\$1,000,000,000) shall be made available,
34 upon appropriation by the Legislature and subject to such
35 conditions and criteria contained in a statute enacted by the
36 Legislature, to the State Air Resources Board for emission
37 reductions, not otherwise required by law or regulation, from
38 activities related to the movement of freight along California's
39 trade corridors. Funds made available by this paragraph are
40 intended to supplement existing funds used to finance strategies

1 and public benefit projects that reduce emissions and improve air
2 quality in trade corridors commencing at the state's airports,
3 seaports, and land ports of entry.

4 (3) One hundred million dollars (\$100,000,000) shall be
5 available, upon appropriation by the Legislature, to the Office of
6 Emergency Services to be allocated, as grants, for port, harbor,
7 and ferry terminal security improvements. Eligible applicants shall
8 be publicly owned ports, harbors, and ferryboat and ferry terminal
9 operators, which may submit applications for projects that include,
10 but are not limited to, the following:

11 (A) Video surveillance equipment.

12 (B) Explosives detection technology, including, but not limited
13 to, X-ray devices.

14 (C) Cargo scanners.

15 (D) Radiation monitors.

16 (E) Thermal protective equipment.

17 (F) Site identification instruments capable of providing a
18 fingerprint for a broad inventory of chemical agents.

19 (G) Other devices capable of detecting weapons of mass
20 destruction using chemical, biological, or other similar substances.

21 (H) Other security equipment to assist in any of the following:

22 (i) Screening of incoming vessels, trucks, and incoming or
23 outbound cargo.

24 (ii) Monitoring the physical perimeters of harbors, ports, and
25 ferry terminals.

26 (iii) Providing or augmenting onsite emergency response
27 capability.

28 (I) Overweight cargo detection equipment, including, but not
29 limited to, intermodal crane scales and truck weight scales.

30 (J) Developing disaster preparedness or emergency response
31 plans.

32 The Office of Emergency Services shall report to the Legislature
33 on March 1 of each year on the manner in which the funds available
34 pursuant to this paragraph were expended for that fiscal year.

35 (d) Two hundred million dollars (\$200,000,000) shall be
36 available, upon appropriation by the Legislature, for schoolbus
37 retrofit and replacement to reduce air pollution and to reduce
38 children's exposure to diesel exhaust.

39 (e) Two billion dollars (\$2,000,000,000) shall be available for
40 projects in the state transportation improvement program, to

1 augment funds otherwise available for this purpose from other
2 sources. The funds provided by this subdivision shall be deposited
3 in the Transportation Facilities Account which is hereby created
4 in the fund, and shall be available, upon appropriation by the
5 Legislature, to the Department of Transportation, as allocated by
6 the California Transportation Commission in the same manner as
7 funds allocated for those projects under existing law.

8 (f) (1) Four billion dollars (\$4,000,000,000) shall be deposited
9 in the Public Transportation Modernization, Improvement, and
10 Service Enhancement Account, which is hereby created in the
11 fund. Funds in the account shall be made available, upon
12 appropriation by the Legislature, to the Department of
13 Transportation for intercity rail projects and to commuter or urban
14 rail operators, bus operators, waterborne transit operators, and
15 other transit operators in California for rehabilitation, safety or
16 modernization improvements, capital service enhancements or
17 expansions, new capital projects, bus rapid transit improvements,
18 or for rolling stock procurement, rehabilitation, or replacement.

19 (2) Of the funds made available in paragraph (1), four hundred
20 million dollars (\$400,000,000) shall be available, upon
21 appropriation by the Legislature, to the department for intercity
22 rail improvements, of which one hundred twenty-five million
23 dollars (\$125,000,000) shall be used for the procurement of
24 additional intercity railcars and locomotives.

25 (3) Of the funds remaining after the allocations in paragraph
26 (2), 50 percent shall be distributed to the Controller, for allocation
27 to eligible agencies using the formula in Section 99314 of the
28 Public Utilities Code, and 50 percent shall be distributed to the
29 Controller, for allocation to eligible agencies using the formula in
30 Section 99313 of the Public Utilities Code, subject to the provisions
31 governing funds allocated under those sections.

32 (g) One billion dollars (\$1,000,000,000) shall be deposited in
33 the State-Local Partnership Program Account, which is hereby
34 created in the fund. The funds shall be available, upon
35 appropriation by the Legislature and subject to such conditions
36 and criteria as the Legislature may provide by statute, for allocation
37 by the California Transportation Commission over a five-year
38 period to eligible transportation projects nominated by an applicant
39 transportation agency. A dollar for dollar match of local funds

1 shall be required for an applicant transportation agency to receive
2 state funds under this program.

3 (h) One billion dollars (\$1,000,000,000) shall be deposited in
4 the Transit System Safety, Security, and Disaster Response
5 Account, which is hereby created in the fund. Funds in the account
6 shall be made available, upon appropriation by the Legislature and
7 subject to such conditions and criteria as the Legislature may
8 provide by statute, for capital projects that provide increased
9 protection against a security and safety threat, and for capital
10 expenditures to increase the capacity of transit operators, including
11 waterborne transit operators, to develop disaster response
12 transportation systems that can move people, goods, and emergency
13 personnel and equipment in the aftermath of a disaster impairing
14 the mobility of goods, people, and equipment.

15 (i) One hundred twenty-five million dollars (\$125,000,000)
16 shall be deposited in the Local Bridge Seismic Retrofit Account,
17 which is hereby created in the fund. The funds in the account shall
18 be used, upon appropriation by the Legislature, to provide the 11.5
19 percent required match for federal Highway Bridge Replacement
20 and Repair funds available to the state for seismic work on local
21 bridges, ramps, and overpasses, as identified by the Department
22 of Transportation.

23 (j) (1) Two hundred fifty million dollars (\$250,000,000) shall
24 be deposited in the Highway-Railroad Crossing Safety Account,
25 which is hereby created in the fund. Funds in the account shall be
26 available, upon appropriation by the Legislature, to the Department
27 of Transportation for the completion of high-priority grade
28 separation and railroad crossing safety improvements. Funds in
29 the account shall be made available for allocation pursuant to the
30 process established in Chapter 10 (commencing with Section 2450)
31 of Division 3 of the Streets and Highways Code, except that a
32 dollar-for-dollar match of nonstate funds shall be provided for
33 each project, and the limitation on maximum project cost in
34 subdivision (g) of Section 2454 of the Streets and Highways Code
35 shall not be applicable to projects funded with these funds.

36 (2) Notwithstanding the funding allocation process described
37 in paragraph (1), in consultation with the department and the Public
38 Utilities Commission, the California Transportation Commission
39 shall allocate one hundred million dollars (\$100,000,000) of the
40 funds in the account to high-priority railroad crossing

1 improvements, including grade separation projects, that are not
2 part of the process established in Chapter 10 (commencing with
3 Section 2450) of Division 3 of the Streets and Highways Code.
4 The allocation of funds under this paragraph shall be made in
5 consultation and coordination with the High-Speed Rail Authority
6 created pursuant to Division 19.5 (commencing with Section
7 185000) of the Public Utilities Code.

8 (k) (1) Seven hundred fifty million dollars (\$750,000,000) shall
9 be deposited in the Highway Safety, Rehabilitation, and
10 Preservation Account, which is hereby created in the fund. Funds
11 in the account shall be available, upon appropriation by the
12 Legislature, to the Department of Transportation, as allocated by
13 the California Transportation Commission, for the purposes of the
14 state highway operation and protection program as described in
15 Section 14526.5.

16 (2) The department shall develop a program for distribution of
17 two hundred and fifty million dollars (\$250,000,000) from the
18 funds identified in paragraph (1) to fund traffic light
19 synchronization projects or other technology-based improvements
20 to improve safety, operations and the effective capacity of local
21 streets and roads.

22 (l) (1) Two billion dollars (\$2,000,000,000) shall be deposited
23 in the Local Streets and Road Improvement, Congestion Relief,
24 and Traffic Safety Account of 2006, which is hereby created in
25 the fund. The proceeds of bonds deposited into that account shall
26 be available, upon appropriation by the Legislature, for the
27 purposes specified in this subdivision to the Controller for
28 administration and allocation in the fiscal year in which the bonds
29 are issued and sold, including any interest or other return earned
30 on the investment of those moneys, in the following manner:

31 (A) Fifty percent to the counties, including a city and county,
32 in accordance with the following formulas:

33 (i) Seventy-five percent of the funds payable under this
34 subparagraph shall be apportioned among the counties in the
35 proportion that the number of fee-paid and exempt vehicles that
36 are registered in the county bears to the number of fee-paid and
37 exempt vehicles registered in the state.

38 (ii) Twenty-five percent of the funds payable under this
39 subparagraph shall be apportioned among the counties in the
40 proportion that the number of miles of maintained county roads

1 in each county bears to the total number of miles of maintained
2 county roads in the state. For the purposes of apportioning funds
3 under this clause, any roads within the boundaries of a city and
4 county that are not state highways shall be deemed to be county
5 roads.

6 (B) Fifty percent to the cities, including a city and county,
7 apportioned among the cities in the proportion that the total
8 population of the city bears to the total population of all the cities
9 in the state, provided, however, that the Controller shall allocate
10 a minimum of four hundred thousand dollars (\$400,000) to each
11 city, pursuant to this subparagraph.

12 (2) Funds received under this subdivision shall be deposited as
13 follows in order to avoid the commingling of those funds with
14 other local funds:

15 (A) In the case of a city, into the city account that is designated
16 for the receipt of state funds allocated for local streets and roads.

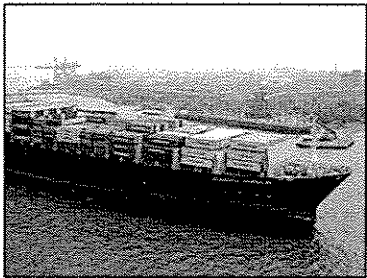
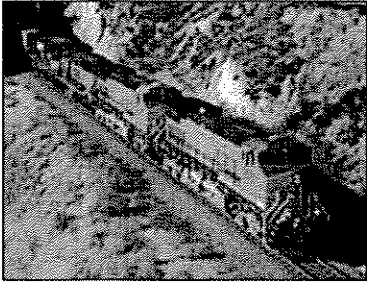
17 (B) In the case of an eligible county, into the county road fund.

18 (C) In the case of a city and county, into a local account that is
19 designated for the receipt of state funds allocated for local streets
20 and roads.

21 (3) For the purpose of allocating funds under this subdivision
22 to cities and a city and county, the Controller shall use the most
23 recent population estimates prepared by the Demographic Research
24 Unit of the Department of Finance. For a city that incorporated
25 after January 1, 1998, that does not appear on the most recent
26 population estimates prepared by the Demographic Research Unit,
27 the Controller shall use the population determined for that city
28 under Section 11005.3 of the Revenue and Taxation Code.

29 (4) Funds apportioned to a city, county, or city and county under
30 this subdivision shall be used for improvements to transportation
31 facilities that will assist in reducing local traffic congestion and
32 further deterioration, improving traffic flows, or increasing traffic
33 safety that may include, but not be limited to, street and highway
34 pavement maintenance, rehabilitation, installation, construction
35 and reconstruction of necessary associated facilities such as
36 drainage and traffic control devices, or the maintenance,
37 rehabilitation, installation, construction and reconstruction of
38 facilities that expand ridership on transit systems, safety projects
39 to reduce fatalities, or as a local match to obtain state or federal
40 transportation funds for similar purposes.

1 (5) At the conclusion of each fiscal year during which a city or
2 county expends the funds it has received under this subdivision,
3 the Controller may verify the city's or county's compliance with
4 paragraph (4). Any city or county that has not complied with
5 paragraph (4) shall reimburse the state for the funds it received
6 during that fiscal year. Any funds withheld or returned as a result
7 of a failure to comply with paragraph (4) shall be reallocated to
8 the other counties and cities whose expenditures are in compliance.



TRADE CORRIDOR INVESTMENT FUND

SANBAG Challenges, Principles & Needs

Southern California Freight Movement Challenges

- The volume of freight managed at the Ports of Los Angeles/Long Beach is expected to triple by 2030 — from 14.2 million 20-foot equivalent units to 42.5 million units per year.
- The Ports of LA/Long Beach manage 44% of the nation's containerized imported goods. In California, these ports manage 86% of the imports.
- Truck traffic from the Ports of LA/Long Beach is projected to more than double between 2005 and 2025 — from 54,600 trucks on average per day to 142,000 trucks per day. The Inland Empire is severely impacted by both pass-through freight and freight that remains locally.
- Train delays are soaring. In 2000, Southland trains were delayed an average of 30 minutes. This is expected to jump to 200 minutes in 2010.
- The Southland has the nation's worst air quality, which is caused largely by diesel emissions. Diesel comprises 71% of cancer-causing pollutants.
- Communities face severe impacts through delays, pollution and noise.

SANBAG Trade Corridor Investment Fund Principles

- Funds should be allocated to reflect current and future freight volumes that use all modes of transportation.
- Funds should support rail **and** truck improvements, plus mitigation of the impact of freight movement on communities.
- Equal treatment should be given to freight volumes, regardless of the origin/destination.
- Project priorities should include: reducing freight movement emissions, reducing freight delay, increasing freight reliability and decreasing impacts to communities.
- Projects of state/national interest shouldn't be viewed as San Bernardino County projects and counted against our "fair share."
- Projects that promote logistics jobs should be given preference.
- The private sector should contribute to projects from which they benefit.
- SANBAG will work with regional partners to secure a funding share that is aligned with the area's importance as a freight gateway.

How Legislators Can Help...

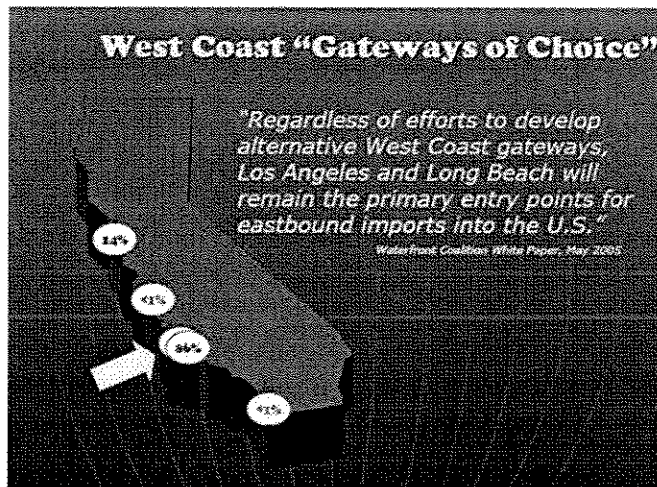
- Recognition of Southern California as the region of highest freight throughput and national significance, deserving of 75+% of the TCIF share.
- Ensure that project selection criteria benefit the Inland Empire: truck and rail capacity, community mitigation, emission reductions.
- Interact with SB9 author, Sen. Alan Lowenthal, to expand criteria beyond rail, since trucks support "good freight" and the local economy, and environmental advantages can occur through cleaner diesel engines/retrofitting.
- Support future candidate projects, once criteria are finalized.
- Advocate on behalf of local projects.

SAN BERNARDINO ASSOCIATED GOVERNMENTS

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Trade Corridors Improvement Fund: SANBAG Principles

1. **Fund allocation should reflect existing and forecast volumes of freight transported by all modes.** The Southern California ports and the landside infrastructure needed to support them are responsible for 86% of the state's port traffic. Both truck and rail volumes in Southern California reflect this. For example, 2003 Caltrans truck data show that the Bay Area has 22 (centerline) miles of freeway with heavy duty truck (HDT) volumes near or above 10,000 average daily trips (ADT). Southern California, including the Bakersfield area, has 257 miles with HDT volumes near or above 10,000 ADT. Freight movement by rail is similarly concentrated in Southern California, which has three major freight lines linking to the rest of the nation with volumes comparable to or greater than the rail lines extending east from the Bay Area.



Existing and forecast freight volumes in twenty-foot equivalent units (TEUs)

	L.A./L.B.	Oakland
2005	14.2	2.2
2010	19.7	2.7
2020	36.0	4.2
2030	42.5	6.5

2. **Eligible projects should include those designed to facilitate freight movement by truck and by rail, and mitigation of the impact of freight movement on the community.** Trucks, albeit with much cleaner engines, will continue to be the means by which freight is moved from the ports to local markets, the means by which the “good freight” (that which supports creation of logistics jobs) is drayed to warehouses for transloading, consolidation, and redistribution, and the means by which goods are moved from the warehouses to rail intermodal facilities or final destinations. Trucks also clog and degrade our roadways, and are major contributors to the worst traffic congestion in the United States (as measured by the Texas Transportation Institute). Trucks must be addressed, and it is entirely appropriate that the TCIF is a means to do so. SB 9 (Lowenthal) has a troubling, nearly exclusive focus on rail improvements and project-specific emission reduction, when in fact those rail improvements are actually most supportive of “bad freight”, that which provides little or no economic benefit to Southern California or the Inland Empire. We agree that improvements to benefit truck movement must be coupled with programs to greatly reduce or even eliminate diesel emissions, but we would argue that such programs must focus on introduction of clean technologies and be regional, statewide, or national in scope. Therefore these programs cannot reasonably be viewed as the sole responsibility of the project sponsor.
3. **Freight volumes that move through California to the rest of the nation, and freight that originates in or is destined for California, should be considered equally in prioritizing projects.** Certain California Transportation Commissioners and others have suggested that TCIF funds should be used primarily to support the export of California goods (primarily from the Port of Oakland), rather than support the flow of goods from California ports to the nation (primarily through Southern California). It should be noted that about half of the goods flowing through Southern California to the rest of the United States do support our regional and Inland economies by the creation of well-paid logistics jobs.
4. **Projects should be prioritized in accordance with their potential to:**
 - Reduce freight movement emissions**
 - Reduce freight movement delay**
 - Increase freight movement reliability**
 - Reduce community impacts**

As noted previously, these should not be viewed as exclusive to rail.

5. **Projects of statewide or national interest (e.g., Colton Crossing, SR-58) should not be viewed as “San Bernardino County projects” to the extent that they are considered part of our “share.”** Like the Corridor Mobility Improvement Account, the TCIF does not contemplate allocation of funds in accordance with county or “fair” shares. However, it is broadly perceived that “geographic equity” somehow factors into allocation decisions. The primary beneficiaries of projects such as those identified above, however, are not local, e.g., the principal beneficiary of SR-58 improvements in San Bernardino County would be the San Joaquin Valley. These projects are important to the state and even the nation and deserve support, but it is incorrect to view them as contributing to geographic equity for the Inland counties.
6. **Improvements that support creation of logistics jobs should be given preference over those that merely move freight through the area with no regional benefit.** Trucks support logistics jobs and the local economy to a far greater degree than rail, and improvements to reduce truck-related congestion, delay, and emissions are essential to our communities.

7. **Private sector transportation interests should contribute project funding in proportion to the benefit they receive** (i.e., the benefit from the Colton Crossing will accrue mostly to the freight railroads; therefore the freight railroads' share of the project cost should reflect that).
8. **SANBAG will work collaboratively with its regional partners to ensure that southern California receives a share of funding that reflects its importance as a national freight gateway.** Pursuant to its Memorandum of Agreement with the other Southern California County Transportation Commissions, SANBAG has committed to working with the other CTCs to solve the Region's freight challenges. We believe collaborative development of a regional strategy, coupled with bipartisan legislative support from the Inland, LA, and Orange county delegations, is most likely to assure that both Southern California as a whole, and the Inland area in particular, receive a share of funding that reflects that magnitude of the issue we face.

ATTACHMENT 4

Project Name: High Desert Corridor Phase 1a – Intermodal Gateway

Project Type: Increased Truck Throughput/Reduced Truck Delay, Intermodal Rail & Airport Connection

Project Description: Between Phantom Road East and Interstate 15, construct a new six-lane freeway to provide access to the Southern California Logistics Airport in the City of Victorville.

Estimated Cost (\$2007): \$300 million

Traffic and Truck Information:

- Current traffic served by a rural 2/4 lane arterial with 6,000-13,000 vehicles per day.
- Traffic forecasts show 60,000-100,000 vehicles per day by 2035. Traffic studies are in progress.
- Traffic forecasts show 20-40% truck volumes on the facility. Traffic studies are in progress.
- Connects to Southern California Logistics Airport, intermodal rail complex (1.5 million lift capacity), and distribution center (64 million square feet of industrial development approved).
- Intermodal rail operations planned to commence by 2009.

Current Status:

- PSR completed 1998
- RSTIS completed 2002
- Los Angeles MTA North County Combined Highway Corridors Study completed 2004.
- PA&ED underway, anticipated to be complete by late 2008.

Inclusion in Plans and Programs:

- Project included in RTIP and RTP.
- Contributions to the project included in the Measure I 2010-2040 Expenditure Plan.
- I-15/HDC interchange listed in the Nexus Study.
- Not included in state Goods Movement Action Plan.

Funding Status and Sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan:
 - Project listed under Victor Valley Major Local Highway Projects program. Expenditure Plan anticipates a contribution from Measure I, but the minimal contribution is intended to leverage additional state, federal and private funds.
 - \$43.15 million in development mitigation identified for the I-15/HDC in the Nexus Study.
- Project has received approximately \$19 million in federal funds from TEA-21, SAFETEA-LU and various appropriations bills.
- Project is STIP eligible
- Project is candidate for Public-Private Partnership

Other Notes:

- Specific level of contribution from Measure I 2010-2040 is undefined. The Expenditure Plan anticipates contributions to a number of Victor Valley Major Projects that in total far exceed the anticipated funding of the program.
- Victor Valley Area Transportation Study is currently working to provide a financial strategy to enable the delivery of transportation system from the Victor Valley that will accommodate proposed growth. Results of the financial plan are anticipated by July 2007.
- Leverages private/local investment in goods movement serving infrastructure and development within the City of Victorville, including an intermodal rail facility.

Project Name: Interstate-10 Widening and Interchange Improvements

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between I-15 and I-215, widen freeway to reduce congestion and reconstruct deficient freeway interchanges that provide principal truck access from I-10 to adjacent major logistics warehousing districts.

Estimated Cost (\$2007): \$600 million

Traffic and Truck Information:

- 13,000 to 15,000 5+ axle trucks per day on this portion of I-10
- 20,000 to 24,000 trucks per day total
- 204,000 to 237,00 vehicles per day
- Currently, most congested freeway segment in San Bernardino county
- Daily bi-directional queues
- Traffic forecasts show 240,000 to 270,000 vehicles per day by 2030 (from the PSR)
- Principal truck route out of LA Basin to AZ, TX, and the Gulf Coast.

Current Status:

- Project Study Report completed 2006; interchanges in various stages of project development

Inclusion in Plans and Programs:

- Auxiliary lanes and interchanges programmed in the RTIP
- Projects included in Regional Transportation Plan
- Both I-10 widening and interchange projects included in Measure I 2010-2040 Expenditure Plan
- Not included in the state GMAP

Funding Status and Sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan:
 - For freeway mainline, \$810M based on \$8B total MI revenue (includes I-10 east of I-215)
 - Sample interchanges: Citrus and Cherry, approx. \$50M each total (\$30-35M MI, \$15-20M fair share), all IC's included
 - All interchanges included in Nexus Study
- STIP
- State-Local Partnership (SLPP, perhaps \$60M total to SBCo)

Other Notes:

- Project will be fully funded by Measure I 2010-2040 Freeway and Interchange Programs, STIP, federal earmarks, and possible SLPP.

Project Name: I-15 Widening and Devore Interchange Reconstruction

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Complete reconstruction of the freeway-to-freeway interchange to eliminate lane drops on I-15. Truck delay may be further reduced by the addition of truck bypass lanes.

Estimated Cost (\$2007): \$200 million

Traffic and Truck Information:

- Over 13,000 5+ axle trucks per day on this portion of I-15
- 21,000 trucks per day total
- 140,000 vehicles per day south of I-215
- 160,000 vehicles per day north of I-215
- Annual growth on I-15 S. of interchange of over 5% per year
- Most critical bottleneck on I-15 in San Bernardino County
- Northbound PM traffic queues extend southerly to Sierra Ave. on most weekdays (over three miles) for several hours. Friday PM delays much longer.
- Traffic forecasts show 200,000 per day by 2030
- Key goods movement gateway to Southern California

Current Status:

- Project Report and Environmental Document being initiated

Inclusion in Plans and Programs:

- PA/ED included in the RTIP
- Reconstruction included in Regional Transportation Plan
- Included in Measure I 2010-2040 Expenditure Plan as part of the Cajon Pass Program
- Not included in the state GMAP

Funding Status and Sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan \$53M based on \$8B total MI revenue
- STIP
- State-Local Partnership (SLPP, perhaps \$60M total to SBCo.)
- Possible participation from Nevada interests

Other Notes:

- Committed funding represents about 30% of total cost. Project is also a candidate for SLPP funds. This project is identified as the highest priority need in the short term in SANBAG's approved *I-15 Comprehensive Corridor Study* – a Major Investment Study (MIS) prepared for Southern California Association of Governments (SCAG) and Caltrans District 8.

Project Name: Colton Crossing Rail Road Grade Separation (Regional Project)

Project Type: Rail-to-Rail Grade Separation

Project Description: Construct a railroad-to-railroad grade separation to replace the at-grade junction of the east-west Union Pacific Railroad (UP) Alhambra/Yuma Line tracks and the north-south Burlington Northern Santa Fe (BNSF)/UP San Bernardino Line tracks just south of I-10 in Colton, California.

Estimated Cost (\$2007): \$150 million

General Rail Information:

- 150 trains per day; many over a mile long.
- All Metrolink service between Riverside and San Bernardino, limited to eight trains per day.
- Nearly all rail cargo moving east or northeast from the port area use the crossing.
- Nationally significant goods movement “choke point”.
- High value cargo from the ports is expected to triple over the next 20 years.

Current Status:

- Project Study Report completed January of 1999.
- Supplemental Project Study Report completed December of 2005.
- Feasibility Study sponsored by UP and BNSF completed October of 2006.
- PA/ED is proceeding.

Inclusion in Plans and Programs:

- Project is included in the RTIP.
- Project included in Regional Transportation Plan.

Funding Status and Sources (in addition to TCIF):

- PA/ED funded through ITIP, \$2.189M authorized through CTC vote (10/2006); additional \$1.5M in ITIP funding required to fully fund PA/ED programmed in the 2006 STIP Augmentation
- Final design and construction funds have not been identified; railroad contributions are to be negotiated and should represent a majority share.

Other Notes:

- The proposed grade separation consists of raising the UP mainline tracks over the BNSF mainline, by means of new bridge structures that would go over the existing BNSF southwest quadrant Wye connection, over BNSF’s double track mainline and over La Cadena Drive. The total project length is approximately 1.7 miles. The locally preferred alternative in the Project Study Report (PSR) and Supplemental Project Study Report (SPSR) consists of approximately 6,000 feet of retaining walls, additional trackage, and a small amount of right of way.

Project Name: State Route 58 Realignment and Widening Project (Regional Project)

Project Type: Increased Truck Throughput/Reduced Truck Delay

Project Description: Between Hinkley and Barstow, improve State Route 58 from a two-lane conventional highway to a four-lane divided expressway.

Estimated Cost (\$2007): \$113 million

Traffic and Truck Information:

- Approx. 4,000 5+ axle trucks per day on this portion of SR58
- Approx. 4,500 trucks per day total
- Approx. 12,000 vehicles per day
- Truck traffic represents approximately 39% of ADT
- Project acts as the westerly extension of Interstate 40, providing an important connection of SR-99 and Interstate 5 in the Central Valley.

Current Status:

- Project Approval and Environmental Document expected to be complete in 2010.

Inclusion in Plans and Programs:

- Project is included in the Regional Transportation Program for PA&ED
- Project is included in the Regional Transportation Plan
- Project is not included in the Measure I 2010-2040
- Project is not included in the State Goods Movement Action Plan

Funding Status and Sources (in addition to TCIF):

- Measure I 2010-2040 Expenditure Plan North Desert (Total Major Projects program is approx. \$30M based on \$8B total MI revenue)
- STIP (ITIP, named as high priority route in state Interregional Transportation Strategic Plan)

Other Notes:

- Freight movement connection critical to the state and supported by the City of Barstow, Caltrans, SANBAG, and Kern County, but not successful to date in obtaining construction funding through the CTC, in part because of its high cost.
- Project is not a candidate for State-Local Partnership funds.